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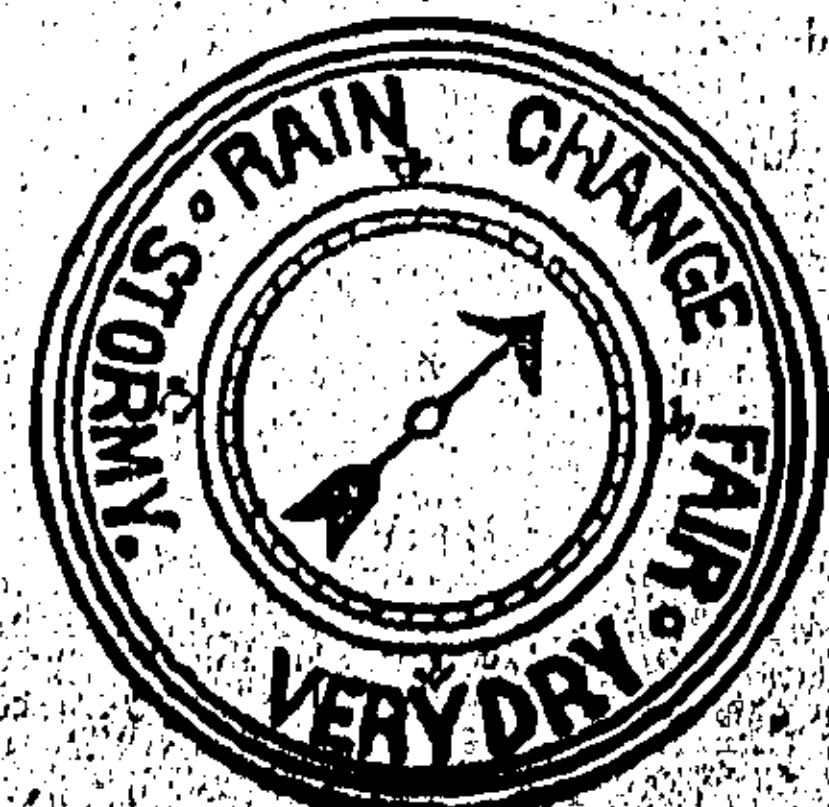
TUESDAY, JUNE 27 1911.

二拜禮

號七廿月六年英港香

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SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.	CHINESE TELEGRAMS.	LATE TELEGRAMS.
THE STRAITS GOVERNOR. GETS A COLONIAL OFFICE POST. [THE "TELEGRAPH" CORRESPONDENT] Singapore, June 27, 10.15 a.m. His Excellency Sir John Anderson, G.C.M.G., Governor of the Straits Settlements and High Commissioner of the Federated Malay States, has been appointed Permanent Under-Secretary for the Colonies. [Sir John Anderson is presently in London and a recent wire stated that shortly before the Coronation he was received in special audience by the King at Buckingham Palace. His Excellency was born in 1858 at Daltry, Aberdeenshire, being the only son of Mr. John Anderson, superintendent of Gordon Mission, Aberdeen. He completed his education at Aberdeen University where he matriculated M.A. with first-class honours in mathematics and took the gold medal as being the most distinguished graduate of his year. Entering the Civil Service, he became a second class clerk at the Colonial Office in 1879; Bacon's scholar, Gray's Inn, 1887; Inns of Court student, 1888; private secretary to the late Hon. Sir R. Meade, Under-Secretary of State, in 1892; was attached to the staff for the Behring Sea Arbitration in London and Paris, 1892-3; first class clerk, 1896; principal clerk, 1897; secretary to Conference of Colonial Premiers with Mr. Chamberlain, 1897, and to the Conference of 1902. His Excellency also accompanied H.R.H. the Prince of Wales on his Colonial tour, and was appointed Governor of the Straits Settlements in 1904.]	AFFAIRS IN ALBANIA. ANXIOUS FEELING. [SERVICE TO THE "TELEGRAPH."] London, June 26, 11.20 p.m. The situation in Albania is beginning to excite some anxiety, as the feeling between Turkey and Montenegro is growing acute. There is very strong sympathy on the part of the Montenegrins for the Albanians in their troubles. The Turkish Minister Cettinje has returned from an interview with the Albanian chiefs, who demand written confirmation of all promises of an amnesty and the proclamation of a prompt written answer. THE SEAMEN'S STRIKE. AND THE FRUIT TRADE. [SERVICE TO THE "TELEGRAPH."] London, June 26, 7.25 a.m. The fruit traders of Hull have decided to petition the Board of Trade to intervene with a view to a settlement of the seamen's strike. There are at least seventy thousand packages of fruit which cannot be landed owing to the strike. Such a crisis as the present is said to have been unknown in the history of the fruit trade. NEW POSTAGE STAMPS. SAID TO BE INARTISTIC. [SERVICE TO THE "TELEGRAPH."] London, June 26, 4.30 p.m. There is a general outcry against the new postage stamps, which are inartistic and poorly engraved, while the portrait of the King is disappointing. BALLOON FALLS INTO NORTH SEA. OCCUPANTS DROWNED. [SERVICE TO THE "TELEGRAPH."] London, June 26, 7.45 p.m. A balloon from Paris fell into the North Sea, near the Island of Jurst, and the two occupants were drowned, it being impossible to save them owing to the prevailing gale.	HOME SPORT. OPEN GOLF CHAMPIONS. [SERVICE TO THE "TELEGRAPH."] London, June 26, 11 p.m. There was a record number of entries—namely, two hundred and twenty-five—for the Open Golf Championship, the competitions for which opened in bad weather at Sandwich. The first team rounds will be spread over three days. Up to the present, the amateurs Beveridge and Hilton have returned scores of 75 and 76 respectively. Among the leaders is the Irish Champion, Moran, with a score of 72. THE CORONATION. CHURCH SERVICES. [SERVICE TO THE "TELEGRAPH."] London, June 26, 10.45 a.m. Special Coronation services were held in most of the churches throughout the country to-day and were attended by mayors and other authorities besides the local Territorials. THE FRENCH CRISIS. NEW PREMIER. [SERVICE TO THE "TELEGRAPH."] London, June 26, 2 p.m. In Paris it is generally expected that M. Caillaux will be the new Prime Minister in succession to M. Monis, resigned. A GERMAN AIRSHIP. GUTTED AT MUENDEN. [SERVICE TO THE "TELEGRAPH."] London, June 26, 9.20 p.m. The German military airship "Number Five" has been gutted by fire at Mueuden. While the motor was being repaired, the framework of the airship became ignited. Mr. Yoshio Markino.—It is the woman's nature to be useful as well as beautiful in this world. Dr. J. D. McClure.—There is no enthusiasm for education in England: parents order examinations for their sons exactly as they order clothes.	HOME POLITICS. GLASGOW BY-ELECTION. [SERVICE TO THE "TELEGRAPH."] London, June 26, 2 p.m. The withdrawal of the local Liberal candidate for the by-election in the Tradon Division of Glasgow, in favour of Mr. O. F. G. Masterson, recently unseated for West Ham North, has been resented by the young Scots Party, who have threatened to run a candidate of their own. Yesterday evening Mr. Masterson and the Master of Elibank (Liberal Whip) telegraphed to the Glasgow Liberal Association that after further consultation it had been decided that Mr. Masterson should continue to fight the battle of Liberalism in London. ELECTION AT BRIGHTON. London, June 26, 7.45 p.m. The Honourable John E. Gordon has been returned unopposed for Brighton in the Unionist interest. [Hon. John E. Gordon is the eldest son of the late Right Hon. Lord Gordon of Drumearn (a life peer). From 1895 till 1906 he sat as M.P. for Elgin and Mairn.] POLITICAL ACTIVITY IN THE COUNTRY. London, June 26, 7.45 p.m. Political activity has recommenced throughout the country. There are seven by-elections pending since the Coronation Honours List was issued and the political parties are busy in the constituencies. On Wednesday next the House of Lords enter upon the Committee stage of the Veto Bill, while the House of Commons will discuss the Declaration of London. THE INSURANCE BILL. London, June 26, 7.45 p.m. The "Westminster Gazette" announces that the State Insurance Bill must be passed this Session. This Bill raises questions of the highest importance and members must be prepared to make sacrifices. The journal urges that the Bill should be debated according to a carefully arranged time-table and the debate should be concluded by a fixed date in August. All sides ought to and must be heard. [The report of the actuaries (Mr. George F. Hardy and Mr. Frank B. Wyatt) in relation to the sickness scheme under the National Insurance Bill has been issued as a White Paper. It estimates the total number of persons above the age of 16 who will come within the scheme at its commencement as 13,918,000—8,849,000 men and 4,076,000 women, 601,000 of the latter being married. It is expected that the "approved societies" would include 12,207,000 "compulsory" and 829,000 "voluntary" members, and that there would be 882,000 deposit contributors. With regard to the suspension of sickness contributions during unemployment, the actuaries remark:—Having given much thought and consideration to the subject, we have decided that it would be sufficient for the present purpose, in view of the special provisions bearing upon this subject in the Bill, to assume an average rate of unemployment at all ages and for both sexes of 5 per cent. per annum. At the same time, it will, of course, be understood that this figure is not to be regarded as a definite estimate of the amount of unemployment in future, but merely as a convenient and reasonable assumption, some such assumption being necessary in order to arrive at a basis for the calculation of the contributions.]	CHINESE IN MEXICO. CRUISER DESPATCHED. [SHANGHAI "PO" SERVICE] Peking, June 26. A telegram has been despatched from the commander of the cruiser Hai Chi to the Admiralty in Peking stating that she will leave for America on her way to Mexico, to protect the interests of the Chinese residents there, at an early date. CHINESE NAVY. FOREIGN ADVISORS. [SHANGHAI "PO" SERVICE] Peking, June 26. Prince Tsai Huan has telegraphed to Prince Chun, who is in England attending the Coronation, instructing him to engage foreign advisors for the Chinese Navy. RAILWAY CONFERENCE CONVENED. [SHANGHAI "PO" SERVICE] Peking, June 26. The Ministry of Posts and Communications intends to hold a railway conference, at which all the managing directors of the various railways in China will attend, on the 1st day of the 9th moon. GOVERNOR RESIGNS. [SHANGHAI "PO" SERVICE] Peking, June 26. The Governor of Kairen has tendered his resignation. Prince Ching has telegraphed him asking him to withdraw his resignation. RAILWAY DIFFICULTY. [SHANGHAI "PO" SERVICE] Peking, June 26. The Prince Regent has instructed the new Cabinet to submit to him all the telegrams received protesting against the action of the Government in nationalizing this railway.	CHINESE LADIES. TO BE EDUCATED ABROAD. [SHANGHAI "PO" SERVICE] Peking, June 26. The Chinese Minister at Washington has telegraphed to the new Cabinet asking the Government to send Chinese lady scholars to complete their education in the United States. THE CURRENCY REFORM. MISSION FOR QUEEN'S COLLEGE BOY. [SHANGHAI "PO" SERVICE] Peking, June 26. The Cabinet Ministers intend to despatch Mr. Chan Kam Tao (a distinguished old boy of Queen's College), to proceed to England to study the coinage system in connection with the currency reform. Mr. Chan Kam Tao is attached to the Ministry of Finance. POLICE COURT. To-Day. Before Mr. J. R. Wood and Mr. F. A. Hazeland. Rickshaw Coolie's Complaint. A rickshaw coolie summoned the proprietor of the Dragon Cycle Co., for running him down by a motor car in Connaught Road on Saturday last. The complainant's story was that defendant was proceeding from the west of Connaught Road to the east, and coming behind complainant knocked him down. A wheel of the motor car passed over his arm. He became unconscious and could not say whether the car stopped or not. An Indian constable who saw the accident gave complainant the number of defendant's motor car. Defendant, whilst admitting driving a car, alleged that complainant's story was untrue. Continuing defendant said he was proceeding slowly. Complainant was in front with a pole on which he was carrying something. The road was blocked in consequence and he could not pass. When he did attempt to pass complainant swung round and his pole caught the rear wheel. He fell to the ground. Mr. Wood dismissed the summons. CHINESE JUNK SINKS. Owner Missing. Last evening a large Chinese stone junk sank one mile west of Green Island. The cause of the accident is not at present known, but it is thought that, owing to the heavy sea running at the time, she was swamped. The crew were later picked up by two sampans, and were in an exhausted condition. It was impossible to obtain a connected story from them. The owner of the junk is missing and it is feared he has perished with his boat.	PROUDLOCK CASE. Feeling at Penang. Penang, June 17th. The "Pinang Gazette" publishes three columns of letters from the public denouncing the Proudlock verdict. Both Penang newspapers have articles to the same effect. And at Ipoh. Ipoh, June 17th. Great indignation is felt here at the conviction of Mrs. Proudlock. Public opinion seems to be unanimous that the verdict implies a miscarriage of justice.—"Singapore Free Press." [It is understood that Mr. Proudlock has cabled to the Secretary of State for the Colonies asking that clemency may be exercised in the sentence of death passed on his wife for the murder of the late Mr. W. Steward.] Seeking the Secret of the Maine. New York, June 15th. It is reported from Havana that the American engineers have been successful in pumping the water out of the boiler room surrounding the wreck of the Maine, and that to-day they will reveal the section where the explosion took place. They will probably tow the wreck out to sea and sink it.—Special to the "Japan Advertiser." The Shipping Strike. New York, June 14th. The seamen belonging to the International Seamen's Union to-day went on strike at Liverpool. The American seamen of the Union have passed a resolution to follow the example set by the British seamen. The German and Dutch seamen will also go on strike either to-day or to-morrow. The crew of the Orenberg, the biggest steamer in the world, which left England to-day, have been granted their demand for an increase of wages, and the vessel was thus able to start on her maiden voyage.—"Tokyo Asahi." Unconfirmed Rumour that Mr. Clemenceau May Assume Power. Berlin, June 14th. Rumours are current, but are up to the present unconfirmed, to the effect that M. Clemenceau, the former Premier, has stated his willingness to form a new Cabinet in the event of the resignation of M. Monis, the present Premier, who is still suffering from the injuries sustained in the aeroplane disaster.—"Deutsche Japan-Post" service. Another Monster Hotel for New York. New York, June 14th. The work of constructing a large hotel in this city has been started. When completed, it will contain 1,200 rooms, each with a bath-room attached, and a dining-room large enough to accommodate 2,000 persons at one time.—"Tokyo Asahi." Cotton in England. London, June 14th.—A conference of cotton spinners was convened to-day in Manchester to discuss a proposal to shorten the working hours until September, when the cotton crop is raised. Owing to a difference of views no decision was reached. It was finally arranged that reports regarding yarns be gathered from all quarters during the next few weeks, and that these be studied before arriving at any decision.—"Nichi Nichi."



NAPHTHA AND BENZINE.

On Merchant Ships.

There has been sent to us for publication certain correspondence between the Imperial Merchant Service Guild and Messrs. Lane & MacAndrew (shipowners) relative to the carriage on merchant ships of naphtha and benzine.

The Secretary of the Guild wrote as follows, under date May 27:—On behalf of the officers serving in your steamer, I am directed to approach you on a matter concerning the conditions under which they serve in your employ, feeling sure that it will receive your customary kind and careful attention.

It appears that the pay obtaining in your petroleum carrying steamers is at the monthly rate of £12, £9, and £7 for the chief, second, and third officers respectively. This pay is very similar to that prevailing in most other shipowning companies whose steamers do not carry cargo of an exceptional dangerous nature such as yours. We understand that it is not so much that these rates are not considered up to the standard, as the fact that within the last year or so the majority of your ships have begun to carry benzine and naphtha, and it is urged—and evidently with justification—that the risks which your captains and officers must run are more than those of the ordinary nature when petroleum, in the ordinary nature, was carried. In companies whose steamers carry benzine and naphtha they have not only paid higher wages, but substantial annual bonuses in consideration of the additional risks run, and the suggestion we consider is very fairly made to us that similar generosity on your part would not only elicit feelings of sincere gratification, but would insure that continuance of interest and zeal in your steamers which has always characterised those commanding and officiating them.

Your favourable consideration of this matter would command our very sincere appreciation.

In reply, Messrs. Lane and MacAndrew wrote:—We can only repeat what we said in our letter to you of the 21st September, 1910, that we prefer to conduct our own business in our own manner.

The Secretary's reply to this letter follows:—We beg to thank you for your acknowledgment of the 29th instant in which you inform us that you prefer to conduct your own business in your own manner. Of this preference we have no doubt, but shipowners, like all other employers, are not permitted to enjoy it without certain limitations. They must conform to many legal requirements, certain of which, it may be said, they complain of as oppressive and unjust, and in respect to most of these the Guild have been pleased to use what influence is at their command in co-operating with shipowners in promoting the common welfare of the shipping industry.

Conjointly with their position in law under the Board of Trade and the Merchant Shipping Act—not to mention other legislation bearing upon shipping—shipowners must discharge the moral obligations they owe to their employees; otherwise, they only invite further disabilities and a regrettable disturbance of that harmonious relationship between shipowners and Captains and Officers which the Guild have always endeavoured to cultivate and promote.

In our letter of the 27th instant we did nothing but ask for reasonable consideration of our representations, and we can only express our surprise and regret that they should have elicited such a very abrupt response. It is farthest from our desire to invite acrimonious retorts, and with this we must allow the matter to rest for the moment.

Mr. J. O'Grady, M. P.—Civilisation does not count for anything whilst vast masses of human poverty and misery exist.

Mr. J. H. Collins.—The British business mind has a suspicion of the new methods that it stigmatises as American.

Mr. G. H. Putnam.—The free interchange of ideas will do more to break down the barriers of national prejudice than any other factor.

THE JAPANESE TARIFF.

Speaking at the great Tariff Reform Demonstration at Manchester on 20th ult. Mr. F. E. Smith, M.P., in the course of his speech referred to Japan:—

He said that no one who had followed the marvellous development of that country would say the Japanese were a nation of fools. "They are the last rat that has left the sinking ship of free imports, and we are to-day confronted in the case of Japan with a great tariff wall of which the full and permanent injury to Lancashire and Manchester trade is not realised yet and will not be realised until that treaty has been in operation five or six years. I will not enumerate all the many articles upon which the Japanese tariff has undergone enormous increase, but I will call attention to this—that our Government of free import is going about claiming that they have had a great triumph because they persuaded Japan to modify her tariff on some articles. How have they persuaded Japan? By saying that if Japan will reduce her tariff from some 50 per cent. in some cases to 30 they will undertake not to put any tariff on Japanese goods for a period of twelve years. I don't know whether that is your idea of a businesslike bargain. It is not mine. That is the best the Goldenites can do for you in Lancashire who depend and have depended on Japanese markets."

THE GUNN DEFALCATIONS.

Directors to be Proceeded Against.

We understand that a summons has been applied for by Mr. H. C. Edmunds, Deputy Public Prosecutor, against the directors of the Ayer Pannas Rubber Estate, under section 213 of the Penal Code. This may be looked upon as the Government reply to the directors' dereliction of duty in allowing Mr. A. A. Gunn to leave the Colony, after it was known that he had converted sums of money belonging to the company, to his own use.

The section reads, "Whoever accepts or attempts to obtain, or agrees to accept any gratifications for himself or any other person or any restitution of property to himself or any other person, in consideration of his concealing an offence, of his screening any person from legal punishment for any offence or of his not proceeding against any person for the purpose of bringing him to legal punishment shall, if the offence is punishable with death be punished with imprisonment for a term which may extend to seven years, and shall also be liable to fine and if the offence is punishable with imprisonment for a term which may extend to ten years, shall be punished with imprisonment of either description for a term which may extend to three years, and shall also be liable to fine and if the offence is punishable with imprisonment for a term which may extend to one-fourth part of the longest term of imprisonment provided for the offence, or with fine, or with both."

Information has been laid against Mr. W. M. Sims, Mr. S. W. Moorhouse, Mr. E. Kong Guan and Mr. Leo Choon Guan. Mr. A. W. Bean, although a director, was absent from the Colony at the time when the defalcations by Gunn were discovered.

LIST OF PASSENGERS.

To Hongkong.

Per P. and O. steamer India, connecting with the steamer Delta at Colombo:—Mr. F. H. Shaw, Per P. and O. steamer Moldavia, connecting with the steamer Assayo at Colombo:—Mr. G. N. Benton, Mr. P. Findlater. Per P. and O. steamer Mores, connecting with the steamer Delhi at Colombo:—Mr. and Mrs. J. E. Duncan, Per N.I.L. steamer Princess Alice:—Dr. Thummar, Dr. Bonsoy, Mrs. B. Butcherford, Mr. and Mrs. O. May, Capt. Wagle, Mr. and Mrs. Kuppert.

WHEN THE PANAMA CANAL IS COMPLETED.

A Colombo paper had recently an interesting letter from an Australian correspondent dealing with the problem of Colombo's Austral traffic when the Panama Canal should be completed. There was much to ponder in the article, the writer of which arrived at the conclusion that, so far as Australian and certainly Sydney, traffic is concerned, the Panama route would replace the Red Sea route, and that Suva will replace Colombo in the affections of our friends from under the Southern Cross. Now this is possible to a certain degree, though we cannot go with him to the extent of believing that the passenger traffic passing through Colombo to Australia will practically cease to exist. In the first place he presupposes that all the improvements are going to be confined to the Eastward run, where he sees vessels at 15 knots an hour crossing the Pacific in 10-12 days, getting through the Canal in one, and to London in ten. He also sees the Royal Mail Steam Packet Company wiping the Orient Company out of existence, and leaving the P. & O. with empty berths. But the permitting of this rests with the threatened companies. There is no reason why the Orient and P. & O. boats which now come West at about 15 knots should not make the run via Suva at 16-17 knots. They are well able to, and the difference would be immense. Western Australia is also being developed rapidly and the run via Colombo is very much shorter from Perth, than that via Colon and Suva. Still, when the isthmus is cut, Colombo is sure to lose a good part of its Australian visitors. It would be wise, then, for the promoters of new hotels to pursue a cautious policy. They may feel the pinch a little. Against this, however, must be set the very consoling and solid fact that every year Ceylon is attracting increasing crowds of visitors from all parts of the world. They come here in preference to running the risks of the Riviera, and suffering the many plagues of Egypt and the cruelties of Algiers. We can offer them more satisfaction, more comforts and many more varied attractions than any of those tourist resorts. What we lose then on one side we shall make up on the other.—Singapore Free Press.

Under: May 25, £250,000 in sovereigns for South America. The net influx during the week amounts to £1,132,000. Silver.—Looking back at the market for the last month we cannot fail to be struck with the absence of spring in its movements. Although conditions during the month of May have been distinctly favourable to silver, both in India and China, and the Continent also has bought with some freedom, the net result is "as you were," even though revolution, strike and shipwreck have conspired to check supplies. In normal conditions, whilst everything beams kindly on the market, we should expect easy gradations of upward prices, but whenever anything resembling a forward movement takes place, the oppressive weight of the stocks is felt at once.

TO MEND THE FOREIGN OFFICE.

Position of Crown Colonies.

At the Imperial Conference on 25th ult., Sir Joseph Ward moved his resolution in favour of separating the Crown Colonies from the Dominions and placing them in separate departments under Permanent Under-Secretaries, with a Secretary of State for Imperial Affairs at the head of the department for the Dominions. This resolution met with practically no support, delegates declaring that the existing arrangement of the Colonial Office is adequate for present requirements.

It is understood, that Mr. Harcourt, on behalf of the Imperial Government, suggested for discussion an alternative scheme. This would involve the creation of a new Committee formed of the Secretary and Under-Secretary for the Colonies, with the Permanent Under-Secretary of the same Department, and all the High Commissioners or other representatives appointed by the Governments of the Dominions. Some conversation followed, and various opinions were expressed on certain points—as, for instance, on the question whether the High Commissioners should be the overseas representatives on the proposed Committee.

Miss Horniman.—In the South of England people hide their emotion in the theatre by blowing their noses, and in the North by violent coughing.

Mr. Seaborn Rowntree.—The youngster who determines to live done with study as soon as he is fourteen grows up to be a drudge who can do nothing really worth doing.

BULLION.

Messrs. Samuel Montagu and Co.'s Circular dated London, June 1, contains the following:—

Gold.—The arrivals of bar gold from the Cape, etc., were about a million sterling in value, and after provision for India (£197,000) and the trade, the remainder will be sent to the Bank of England. The outstanding feature of the week has been the release of bar gold and sovereigns by the Bank of France. For a very long time past the French exchange has been abnormally high, touching 25.32 on the 23rd ultimo. To check this advance, the Bank of France let about £800,000 in sovereigns and bar gold, with the immediate result that the exchange sank back to 25.30, and the effect on our London discount market of this influx was a reduction in the market discount rate from 2-3.8 per cent. to 2 per cent.

The following amounts were received by the Bank: May 25, £106,000 in bar gold. " 25, £104,000 in sovereigns from France. " 26, £30,000 in bar gold. " 27, £133,000 in bar gold. (£100,000 from France.) " 27, £450,000 in sovereigns from France. " 27, £30,000 in sovereigns from Australia. " 30, £157,000 in bar gold. " 31, £304,000 in bar gold. " 31, £ 8,000 in sovereigns from France.

Withdrawals were made as under: May 25, £250,000 in sovereigns for South America. The net influx during the week amounts to £1,132,000.

Silver.—Looking back at the market for the last month we cannot fail to be struck with the absence of spring in its movements. Although conditions during the month of May have been distinctly favourable to silver, both in India and China, and the Continent also has bought with some freedom, the net result is "as you were," even though revolution, strike and shipwreck have conspired to check supplies. In normal conditions, whilst everything beams kindly on the market, we should expect easy gradations of upward prices, but whenever anything resembling a forward movement takes place, the oppressive weight of the stocks is felt at once.

We need hardly say that such a happy event as another year of bounteous harvests could not fail to exert a favourable influence—though possibly more sentimental than real—on the attitude of the market toward the accumulated stocks. We say sentimental, because the centre of gravity for silver is slowly but surely shifting from India to China, and the power of the latter country for absorption is becoming a factor of the first magnitude.

We append statistics for the month of May: Highest price, 24 11-16d. cash. 24 3-4d. 2 mos. Lowest price, 24 1-2d. cash. 24 9-16d. 2 mos. Average price, 24 5-8d. cash. 24 6-9d. 2 mos.

On 17 days the premium on forward silver was 1-16d. and on 10 days 1-8d. It will be observed that the total variation in the cash and the forward prices was only 3-16 of a penny in each case. The cash quotation on the first day of May and on the last was the same, namely 24 9-16d. During the last week the market has been quiet and steady, and the quotations did not fluctuate more than 1-16 of a penny. Offerings are abnormally small, and there is no disposition to make speculative sales of forward silver.

We learn that the Indian Syndicate are supplying from their stock about half the Bazaar demand. After lasting far later into the year than usual, the demand for Indian Council Bills is gradually falling off; tenders secured about the same proportion at 1s. 3-32d. as last week at 1s. 4-1-32d. and the amount to be offered next week is consequently set at 60 against 80 last week.

Besides the excellent news to the Punjab wheat crop, to which we referred last week,

Prepaid Advertisements.

25 WORDS \$1 for 8 insertions or \$3 for one week.

TO LET.—GROUND FLOOR OFFICE, also TWO ROOMS first floor suitable for offices or living rooms; moderate rental; near Clock Tower; excellent situation. Apply REX, P. O. Box 414. Hongkong, 13th May, 1911. [1282]

TO LET.—ONE ROOM suitable for Office use on Second Floor, Prince's Building. Apply to Wm. Mayork & Co. [1282]

HOUSE TO LET in Knutsford Terrace, Kowloon. Apply to—The Hongkong Land Investment and Agency Co., Ltd. [1191]

The following was received from India by the last mail: "With reference to the enormous lined exports it is reported that, a couple of days recently, shipment was arranged for thirty-three lakhs of rupees worth."

The stock of silver in Shanghai is reduced by £60,000 since last week, and that in Bombay by 600 bars to 13,000 bars, whilst the up-country demand in the latter place has fallen another 20 bars to 120 a day.

INDIAN NEWS.

Fight Between Dacoits and Villagers.

A daring dacoity was averted June 2nd at Porupragora in Basirhat. It would appear that a large number of dacoits attacked the house of Babu Moni Mohan Lahiri, a zemindar of the locality, when the zemindar went out to the terrace of his house and raised an alarm and fired his gun. The villagers were roused from their sleep and immediately appeared on the scene of occurrence in a large body armed with lathies and other deadly weapons and attacked the dacoits. A free fight ensued and the dacoits finding themselves too weak to cope with the villagers ran away baffled.

The Moslem University.

Grant of Charter.

"I. D. T." Announcement.—Lucknow, June 1st.—The "Indian Daily Telegraph" publishes an announcement that the Government of India has sanctioned the grant of a Charter for the Mohammedan University provided a sum of twenty-five lakhs of rupees is deposited in a bank for the purpose.

No Charter Yet.

Lahore, June 2nd.—The Moslem University deputation consisting of the Raja of Mahmoodabad, Nawabs Vikar-ul-mulk, Abdul Majid, Salibzada Aftab Ahmad and others will reach Cawnpore tomorrow to attend the public meeting to be held on Sunday in connection with the University. No charter for the Mohammedan University has yet been sanctioned by the Government of India.

Indian Wheat.

Largest Crop on Record.

Twenty-five Per Cent Increase.—The consolidated forecast states: The provinces dealt with in this memorandum commonly contain 99.7 per cent. of the total reported area under wheat in India. The general seasonal conditions were favourable on the whole, though the quality of the grain was somewhat affected by rust, particularly in the United Provinces and the Punjab. The total area comes to 29,554,500 acres which is 1,537,000 acres or 5.5 per cent. above the revised figure for 1909-10, and 2,467,400 acres or 9 per cent. better than the average of the preceding five years. The total outturn is estimated at 9,900,800 tons as compared with 9,590,000 tons (revised figure) for 1909-10, giving an increase of 310,200 tons or 3.2 per cent. It exceeds the average of the preceding five years by 2,032,000 tons or 25.8 per cent., and is the largest on record.

Mail Bags Tampered With.

Rs. 1,300 Stolen.

It is reported that postal mail bags, which were kept in the mail box on the Azamgarh Railway platform, were tampered with and account bags containing some Rs. 1,300 in cash, were stolen. This is the second theft of a similar nature in Azamgarh.

Intimations.



SHORTEST & QUICKEST ROUTE

BETWEEN THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamship Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare	Stations	Days	Time	Days	Time
\$40	Shanghai (Steamer).....	Mon.	6.00 a.m.	Tue.	
	Dairen (S.M.R. Train).....	Wed.		Fri.	
Y11.95	Mukden (S.M.R. Train).....	Wed.	1.50 p.m.		
Y11.50	Changchun (S.M.R. Train).....	Wed.	2.05 p.m.		
R 9.50	Harbin (Russian Train).....	Mon.	8.30 a.m.		
	Harbin (S.M.R. Train).....	Mon.	9.10 a.m.		

SOUTH BOUND.

1st Class Fare	Stations	Days	Time	Days	Time
R 9.50	Harbin (Russian Train).....	Mon.	11.20 a.m.	Wed.	
	Changchun (S.M.R. Train).....	Wed.	8.25 p.m.		
Y11.50	Mukden (S.M.R. Train).....	Wed.	10.30 p.m.		
Y14.95	Dairen (S.M.R. Train).....	Tues.	6.10 a.m.	Thurs.	
Y40.00	Shanghai (Steamer).....	Wed.	6.25 a.m.	Sat.	
	Shanghai (S.M.R. Train).....	Wed.	1.30 p.m.	Sun.	

* Russian Train Time is 21 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN SERVICE.

Express Extra Fare.....Y1.00 Sleeping Car Supplement.....Y6.00

TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

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Hongkong, 27th June, 1911.

[101]

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[1008]

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Hongkong, 9th June, 1910.

[28]

The object of this paper is to furnish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 27, 1911.

SOME INSURANCE INNOVATIONS.

In one of our Coronation telegrams the other day, it was mentioned casually that the forecast of rainy weather on the 22nd led to a sudden rush upon Lloyds. There was apparently a general desire to insure against weather risks. The incident recalls the fact that in these days insurance covers a much wider province than was the case some years ago. Life, fire and shipping used to exhaust the insurance category. Now a man will insure anything, from his crops to his prize terrier. It all grist that comes to the insurance companies' mill, and they are never slow to cover any risks if they think the transaction worth their while. With the immense strides that have been made in the use of motor cars, it is only natural that these vehicles should figure largely on the insurance companies' books. The most recent innovation in motor car insurance is the inclusion of mechanical breakdown. Particular importance, too, attaches to the value of financial protection against claims by the public. "Third party indemnity" it is called. The danger is always present, the sum at risk indefinite but always large, and whether it be the fault of the motorist or of the person claiming, it is almost invariably the motorist who is called upon to pay. Then there is burglary insurance—one of the most successful of modern schemes for indemnifying the individual against loss. Fidelity guarantees also are always in request. The value of this class of insurance can hardly be over-estimated as it ranks very high among other forms of insurance. One company in London has paid out nearly a million pounds sterling in this department, including eight thousand for a defaulting administrator, two thousand for a bank manager, fifteen hundred for a land agent, one thousand for the secretary of a building society and many smaller amounts for clerks and collectors who had committed breaches of fidelity and involved their employers in loss. Despite the great risks presented by this form of insurance the insurance companies require only very moderate premiums. It is interesting just to glance for a moment at the cost of taking out such policies, as given in "The Financier":—

	Per cent. from
Clerks to guardians and other public bodies	4 0
Collectors of taxes	5 0
Local Government officials	7 6
Clerks and cashiers	10 0
Secretaries and managers	10 0
Collectors of rates	10 0
Executors, administrators, etc.	10 0
Travellers and collectors	25 0
Agents on commission	30 0

Since the extension effected by fire offices into the domain of accident and casualty insurance, it has become a fairly general practice to offer fire insurance in combination with burglary, accidents to domestic servants under the Workmen's Compensation Act, and plate-glass breakage. This seems to be a useful combination, especially to the ordinary shareholder, who is thereby enabled to obtain insurance against several risks under one policy, payable by the same premium and renewable on the same date. In some instances, the companies offer a policy covering four risks incidental to domestic life—fire, burglary, glass breakage and accidents to domestic servants—at an inclusive rate of five shillings per hundred pounds upon the total contents of the house. The interpretation recognised by the companies in relation to such policies appears to be sufficiently liberal. The term "burglary," for instance, signifies burglary, housebreaking and larceny, including thefts by servants or other persons lawfully or unlawfully upon the premises. Glass breakage is applicable to all the fixed plate and ornamental glass in the house, inclusive of windows, doors, fanlights, mirrors in sideboards, wardrobes and overmantels. As regards accidents to domestic servants, the insuring householder is relieved of all anxiety and worry whatsoever, as the companies take over the conduct and control of any actions that may be brought and bear all the costs connected with them. In recent years, however, the most striking innovation that appears to have been made in the matter of fire insurance is the scheme for insuring profits after a fire. Where a business is brought to a total stoppage for the time being through fire, the merchant or manufacturer (as the case may be) would by insurance have covered his loss of profits by a policy drawn upon the basis of his annual turnover and net gain. When we consider the matter in all its bearings, such a scheme is but the natural completion of ordinary fire insurance, yet it is only within recent years that it has come to be recognised as a highly important branch of the insurance companies' operations. These are only a few of the later developments of insurance business. The likelihood is that insurance against risks will yet extend indefinitely into every department of daily life, labour and enterprise. In these lines we believe England not only leads but is far in advance of all other countries.

DAY BY DAY.

How much trouble he avoids who does not look to see what his neighbour says or does or thinks, but only to what he does himself that it may be just and pure.

Return of visitors to the City Hall Library and Museum for the week ending the 25th June, 1911:—

	Library.	Museum.
Non-Chinese	251	121
Chinese	105	10,779
Total	356	10,900

Coronation Souvenir.

The Coronation Souvenir to be published by Mr. L. Noronia, will be ready on Saturday next. The souvenir will contain a full report of the Coronation celebrations in Hongkong and also 25 illustrations. It will comprise more than 50 pages. The price is not prohibitive—50 cents—and is certainly a handy little book.

Coastable's Complaint.

An Indian watchman on the Wing On Wharf charged two firemen on board the Kwangtung with throwing bricks at him. One struck him on the head and the other on the leg. The case was remanded, but being fixed at \$50 for each defendant.

Imperial Chinese Customs.

From the quarterly report, just issued by the statistical department of the Imperial Maritime Customs, it appears that during the three months ended March 21, the total revenue collected in duties and duties amounted to 7,339,846 taels, being a decrease of 428,311 taels as compared with the corresponding period of 1910.

Victoria Theatre.

The magnificent new film just arrived from Paris showing the races and accident to the two French Ministers, also the funeral procession of Minister Bertonax who was killed, will be exhibited in the Victoria Theatre to-night. Mr. Arthur Balcombe will also give an exhibition of his latest European illusionist tricks.

Death of Police Interpreter.

The first interpreter at the Magistrate's, Mr. Mohammed Hosen, died on Sunday night from typhoid fever at his residence in Leighton Hill road. Deceased, who was thirty-three years of age, joined the service in May, 1898, and was promoted to his present position in 1909. The deceased gentleman had been ailing for some time past.

Mauers Prohibited in Bangkok.

As a result of the murder of Mr. Miller in Siam, the import of Browning and Mauser pistols, Mauser rifles of 8 m. and Mannlicher carbines is prohibited there. Thus passengers who arrive in Bangkok with weapons of the above description in their possession, are not allowed to keep them. They either must re-export them or leave them with the Customs officials.

Canton Shipping.

During the first quarter of the present year, 7,004 vessels entered Canton, representing a tonnage of 679,127 tons. The figures for the corresponding period last year were respectively 7,260 and 680,566. During the quarter the number of vessels which cleared from the port was 7,939 as compared with 7,313 in the first three months of last year. The total of vessels clearing during the quarter included 6,978 inland water steamers.

Chinese Athletes.

For the first time in athletic history, Chinese athletes will compete with the representatives of other countries, at the Olympic games of 1912, which will be held at Stockholm. For the past three years an Englishman has been coaching the students of the University of Shanghai in track and field sports. He writes as follows: "I do not expect my men will be able to capture any great honours, because we have only recently taken up athletics. However, there is good material here, and I believe that China will produce fully as capable athletes as Japan." The entry of the Chinese athletes has been accepted by the organizers of the Olympic games, who have written saying that they will be only too glad to see the representatives of the Celestial Empire competing.

The servant of an engineer residing at No. 3 Duddell Street, is alleged to have stolen \$45 worth of clothing.

Lieutenant W. B. P. Thing, R.G.A., who was stationed at Singapore, has been appointed Armament Officer at Malta.

Major A. T. Rowlandson, commandant, 12th Baluchis, has been promoted to be Lieutenant Colonel, from date 16th January, 1911.

The dead body of a Chinese male child was found this morning at the corner of Queen-st., and Kowling-st. It is thought the body has been dumped.

Slam Currency Notes.

It has been officially certified by the Minister of Finance that the value of the Government Currency Notes in circulation at the end of May was Tientsin 19,844,410. Of the total Tientsin 14,267,685.09 was retained in silver at the head office, and the balance was invested.

Crown Prince of Siam.

The Crown Prince of Siam arrived at Vladivostok on the 23rd May and was welcomed by a large number of Russian authorities. The Mayor of the city presented his Highness with a bouquet. His Highness was to leave for St. Petersburg on the 26th.

To Defend Dutch Indies.

The Dutch Government has placed an order with the firm of Whitehead and Co., of Fiume, for a large submarine of 380 tons, which is destined for the defence of Netherlands India. It will have a speed of 16 knots on the surface of the sea and of 11 knots beneath the surface, and will be specially fitted up for tropical service.

China's Army and Navy.

The Army Board and the Admiralty have jointly informed the Canton Viceroy that China is at the present moment reforming her army and navy and it is therefore necessary to take every precaution to prevent the arsenal, the naval yards and the localities where the munitions are placed from being secretly entered or sketched. Any offenders arrested will be imprisoned for ten years. In the event of operations, the sentences are to be doubled. On receipt of the news, the Viceroy instructed the military and naval authorities accordingly.

Coronation Review.

A letter has been received by H. E. Major-General Anderson from the chairman of the Coronation Celebration Committee, Sir Francis Piggott, in which the Committee tender their most cordial thanks to the Officers who, by their untiring efforts, assisted the Committee in carrying out the difficult part of the programme confided to them and on which the ultimate success so largely depended. The Committee would also thank the non-commissioned officers and men for their help in connection with the fete in the Public Gardens. Sir Francis would also like to add his personal thanks to the Officers of the Committee for the great assistance he received in working out the manifold details.

Shanghai Dock and Engineering Co.

We understand that at the forthcoming annual meeting of the Shanghai Dock Engineering Co., Ltd., the Directors will recommend, subject to audit, the payment of a dividend of Tls. 2.54 per share.

Presentations at Court.

The following presentation was made in the Diplomatic Circle at Their Majesty's Court at Buckingham Palace on 25th ult.—By the Japanese Ambassador: Mr. Y. Tahara (Commercial Attache). The presentations in the General Circle included: Miss Clara Dudgeon, by her mother, Lady Dudgeon; and Mrs. Henry Keswick, by Mrs. Harcourt.

Sale of Quarry Land.

The sale of three lots of Quarry land took place at the P.W.D. yesterday afternoon. The first lot, the upset price of which was \$3,100, was sold for \$3,350. The second lot was sold for \$4,200, the upset price being \$3,300, while the third lot fetched \$1,000 above the upset price of \$3,800. There was some brisk bidding among the Chinese interested, but all three lots were purchased by Yau Fook.

OIL FIELDS IN THE PHILIPPINES.

There are many residents in Manila, and doubtless many more in Hongkong, who are interested in the oil fields of Tayabas in the Philippine Islands. Such will be interested to learn that of late there have been certain developments which appear to indicate that some valuable oil wells will soon be in full working order in the Tayabas region. Already, many leases have been secured on a royalty basis from owners of private lands. For one, the Day-hay Company has been organised for the purpose of sinking wells on its land. The present holdings include the following claims:—Alabama (the first and as yet the only patented oil claim in the Philippines), Wisconsin, Missouri, Patsey, Dakota, Memphis, New York, Tayabas, Idaho, Cinnamon Park and Guthrie's (the last mentioned being the one turned over to Castle Bros. Wolf and Sons). All these claims have been taken up as eight hectare parcels, except the fractional claim Missouri, which has an area of about four hectares. The total area covered is about 200 acres. A claim is staked out in 64 hectare claims, generally divided into eight association claims of eight hectares or twenty acres each. The oilfield extends probably from 80 to 100 square miles of good mining territory and is chiefly held by a planter who discovered the oil himself, through the usual indications observed in American fields. It is quite close to the sea coast and the whole output can be discharged from the fields to deep water vessels by a gravity pipe at places only one mile away. So that the easy accessibility of these deposits, the field being right alongside the Chinese and Far Eastern markets, should make this oil a highly important factor in local trade. The great oil vein has been located as extending from the island of Timor in a west-north-westerly direction, passing through the fields of Sumatra, then turning in a north-easterly direction it passes through the South China Sea, touches the north coast of Borneo, and continues on to the island of Luzon in the Philippines, where these large fields have been recently opened up. There is expert reason to believe, too, that the vein is continued right across the Pacific, touching at Honolulu and finally reaching the oil-fields of Texas. From recent reports received, good results have been obtained on the Philippines' oil-fields, and a great deal of boring has been executed. In a report made to the Director of the U.S. Bureau of Science, after a thorough inspection of the Tayabas oil fields, Dr. Geo. J. Adams stated as follows:—"The crude petroleum from Tayabas Peninsula has a very light specific gravity and only two or three fields in the world produce an oil comparable with it. It is very desirable for distillation, since it contains an unusually high percentage of gasoline, and it should accordingly command a high price in market." We have received a sample of the crude oil, taken directly from the land, and it appears to bear out all the statements made in Dr. Adams's analysis and report.

CLERGY FOR MALAYA.

Preaching at St. Paul's Cathedral on 21st ult., the Bishop of Singapore said that the special object of his visit to England was to obtain a body of men who would work among the scattered Englishmen in his diocese. He desired visiting chaplains, whose duty would be to keep in touch with men who were one, two, and even seven days' distant from the nearest church. Residents had written to him saying how nice it would be if they could have a service once a month, but at present the Church in that tropical land had not sufficient preachers to give all the settlers a service once a year. The money needed for the chaplains was entirely subscribed by the people in the Malay Peninsula. In the chapel near his house services were held in six Asiatic languages by lay catechists, but although there were some hundreds of Chinese Christians, there was not a man in the diocese who could administer to them the sacrament in their own language.

MARINE COURT.

To-day.

Before Commander C. W. Beckwith, R. N.

Wrongfully Using Government Pier.

A test case was brought before the Court by Sergt. G. Ouygill, who charged Leung Kwong Kow of the Teura Maru with "unlawfully using a Government coaling pier at Tsim Sha Tsui, Kowloon, without permission on the 21st inst."

The pier was erected for the sole use of colonial steam launches and for coaling purposes. On the 21st instant, witness with the aid of a pair of binoculars saw the Teura Maru proceed to the launch and pick up two Chinese passengers.

Mr. Beckwith asked defendant if he knew the pier was Government property.

Defendant said he did but did not know it was wrong to pick up passengers.

He was dismissed with a caution.

POLICE LAUNCH ON FIRE.

Spontaneous Combustion.

About three o'clock this morning the No. 1 Police Launch, whilst on duty in Yau-mai Bay caught fire in the starboard bunker. The cause is not known, but is supposed to be the result of spontaneous combustion.

Efforts were at once made by the crew to subdue the flames and after a short time they were extinguished.

The launch is so damaged, however, that she will have to leave duty to be repaired.

A SERIOUS RIOT.

Near Kongmoon.

THE "TELEGRAPH" CORRESPONDENT

Canton, June 26. Some nights ago a serious riot broke out in the town of Kung-yik not far from Kongmoon. The trouble originated by the police interfering with the street lecturers. The rioters marched to the police station and created a disturbance outside.

The police thereupon opened fire at the crowd, wounding three pedestrians. The action of the police greatly enraged the rioters and they pulled the police station down and set fire to it. All the police uniforms, guns and other articles of value were destroyed.

The rioters began to disperse when the Sunning magistrate arrived on the scene with a strong force of soldiers. A telegraphic report of the occurrence has been sent to the Canton Viceroy. His Excellency has now sent a deputy to the place in question to assist the committee of the local Chamber of Commerce in making inquiry and in bringing the ringleaders to justice.

HIS EXCELLENCY'S THANKS.

Government House, Hongkong.

June, 24th 1911.

Dear Sir Francis,—I congratulate you and the members of the Coronation Committee most heartily on the entire and unmarred success of the whole programme of the Coronation Celebrations, and on the beauty and completeness of the scheme of decoration. I am sure that there was nothing so beautiful in the whole Empire, including London itself. You and all your sub-Committees must have worked extremely hard to have arranged every detail with such precision and success, and as a representative of the Unemployed on this occasion, I am sure I speak in the name of the Community in thanking you all most heartily.

Sincerely yours,
(Sd.) F. D. LUGARD.

Leave of absence, on private affairs, to the neighbouring countries, has been granted to Captain K. E. Warden, 1st Bn. K.O.Y.L.I., from 28th June to 16th August next.

The German Asiatic Bank has declared a dividend of 8 per cent., and the Java-China-Japan Line 5 per cent. The meeting, which has been held of the Anglo-Japanese Bank and Goldsands Malay Rubber Company.

AMERICAN NEWS.

[VIA MANILA.]

President and Wool Schedule.

Washington, June 22.—President Taft and the acting president of the Senate, Senator Jacob H. Gallinger of New Hampshire, are fairly well satisfied with the wool schedule passed by the House of Representatives. The bill has been sent to the Finance Committee to be studied and reported to the Senate. It is probable that the bill in its present form will meet with the approval of the majority of the Senate.

Court Dissolves Combine.

Washington, June 22.—The Supreme Court of the United States has handed down a decision in the case of the Government against the Du Pont Powder Trust, in which the combine known as the powder trust is found to be an illegal combination in restraint of trade in violation of the Sherman Act and ordered dissolved.

The Du Pont powder combine was founded by the family of the present United States Senator Henry A. Du Pont of Delaware.

Yale Honours Miss Mabel Boardman.

Washington, June 22.—Yale University, at the commencement yesterday, conferred an honorary degree on Mabel Boardman, the noted Red Cross worker.

[Miss Mabel Boardman is one of the best known of the Red Cross leaders. She accompanied President Taft and his party to the Philippines with Roosevelt and the Congressional party in 1905.]

New Race in Mindoro.

Camp McGrath, June 21.—Dr. Merton L. Miller, of the bureau of science, who was sent to Mindoro to study the customs, legends, and languages of the interior tribes of that island left the hospital at this post yesterday, for his station at Calapan.

Dr. Miller, accompanied by Governor Van Shick of Calapan, has been hiking through the interior of Mindoro investigating the little known people of that island. On one of these hikes, Dr. Miller's shoes gave out, and he was compelled to go barefoot for the rest of the journey back to Calapan. On the return trip the doctor's feet became infected, and it was considered necessary for him to go to the post hospital for treatment.

Dr. Miller has discovered a tribe of small, wild, people, living in barries containing fifteen or twenty people. The inhabitants, many of whom have never seen a white person, live in the most primitive style, having a written sign language by which they convey their thoughts to one another. Dr. Miller expects to reduce their signs and symbols to a perfect system, the people having no knowledge of the source of the language.

La Follette After the Nomination.

Washington, June 19.—That President Taft is not going to have things all his own way in the next Republican national convention is made evident here to-day by the definite announcement that Senator Robert M. La Follette will be a candidate for the Republican nomination for the presidency in 1912.

Senator La Follette will lead the national organization of the Republican progressives in their effort to control the party in the next national convention. The progressive organization has established a press bureau and is already conducting an active campaign throughout the country, the main purpose of which at present seems to be to obtain control of the Republican organization in as many states as possible.

Reorganization of the Army is Wanted by Kahn.

Washington, June 19.—Representative Julius Kahn of California has introduced into the House a joint resolution providing for a committee of the two houses of Congress to make a thorough investigation of the Army of the United States and to report a plan for the reorganization of the Army upon an up-to-date basis. The resolution is the outcome of the movement looking toward the reorganization of the Army to eliminate the defects that have appeared within the last few years, particularly those which have become manifest through the mobilization and manoeuvres in the Mexican border.

SUPREME COURT.

Bequest for Ancestral Worship
Legality Questioned

An interesting case came up for consideration this morning in the Supreme Court, before the Chief Justice, Sir Francis Piggott, and Mr. Justice Gompertz dealing with the question as to whether a will made by a Chinaman domiciled in Hongkong was to be interpreted by English or Chinese law. The testator was one Lau Ching Ting and the action was brought by Lau Tsung Shui and others, executors, against Lau Po Sun and others for the purpose of settling the vexed question.

Plaintiffs, it was stated in the writ of summons, are executors of the will of Lau Ching Ting, deceased, and probate of the said will was duly granted to them by the Probate jurisdiction of that honourable court on the 18th November, 1897. That action was brought for the determination of the following questions arising on the construction of the said will and in the administration of the estate of the deceased. (1) On true and proper construction of the will of deceased (a) is the bequest of seven shares for ancestral sacrificial fund void? (b) is the bequest of one share for relief fund for the poor void? (c) is the bequest of one share for charity void? (d) is the bequest of one share for relations of the same clan void? (e) is the bequest of one share for relations by marriage void?

(2) What estate or interest the deceased's second, fourth, fifth, seventh and eighth concubines or secondary wives respectively take in the respective shares bequeathed to them under the will.

(3) If they take respectively a life estate or interest only, whether the executors are trustees thereof or not, and if so whether the executors should invest the respective shares and pay the said concubines respectively the interest thereon only.

(4) If any of the above mentioned bequests are void and if the bequests of the concubines are for life estate only, did the testator die intestate, as to so much of his estate as is comprised in such void bequests, and as to the reservation expectant upon the demise of each of his said concubines.

(5) If the testator died intestate, as to any part of his estate, who are the persons entitled under succession, and in what proportion.

(6) If any of the bequests referred to in a, b, c, d, e, are valid, how are the executors to ascertain the persons respectively entitled?

Sir Henry Berkeley, instructed by Mr. Needham, of Messrs. Evans and Hurston, appeared for the plaintiff, while Mr. Eldon Potter, instructed by Mr. Hastings, of Messrs. Hastings and Hastings, appeared for the eldest daughter, who is one of the beneficiaries under the will.

Sir Henry said that the action was practically a friendly one but as interests were conflicting to some extent, his learned friend was representing one of the beneficiaries. She was the eldest daughter of the testator and was a married woman. He, counsel, represented the executors and the remainder of the beneficiaries, with the exception of the eldest son, who was unrepresented. He had been served but had not appeared and, against him, leave had been obtained to proceed ex parte.

The executors had the will before them, and had found some difficulty in performing their duties without the assistance of the Court. They came now to the Court and had placed six or seven specific questions, which they prayed the Court to answer for their guidance.

Continuing Sir Henry said that the first question which would arise was as to what was the domicile of the testator and should the Court be of opinion that the domicile was Hongkong, he submitted that a further question would be whether there was not a trust for conversion to be implied from the will, a trust to convert all the immovable property into pure personality. He might submit at once that there was a trust implied, because unless there was if the law of Hongkong were applied, it would not be practicable to give effect to the distribution intended by the testator. However, if the Court

were of opinion that the domicile was Chinese then the second question would not arise, because the law of China would then govern the construction of the will.

The evidence with regard to the domicile was slightly conflicting, but the weight of testimony, Sir Henry submitted, showed the domicile of the testator to have been Chinese.

An argument ensued, Sir Henry stating that assuming the deceased was a domicile of China, the validity of the provisions of his will depended upon the law of his domicile. The validity of any bequests which the deceased made under the will, although they might in fact be absolutely void under an English will, or under the will of a domiciled Englishman, and the question as to the succession and the distribution of the property among the successors were all to be determined by the law of domicile.

Dealing with the question of the bequest set aside for the ancestral fund, Sir Henry said that the doctrine of British law as to superstitious uses had no place in the law of China, and a gift for the purpose of the sacrificial fund was not only valid but was highly praiseworthy. Therefore he submitted that the question as to whether the gift to the sacrificial fund was valid or no, must be determined according to Chinese law.

The question of bequeathing funds for ancestral worship, was discussed at length, His Lordship stating it was a vexatious question.

Sir Henry: Is it different altogether from adoration, or supplication or intercession. It has been held that bequests for masses for the soul are void, because it is superstitious use. I submit that this is entirely different.

His Lordship: Yes, the superstitious use came in because it was believed the soul was in purgatory.

Sir Henry said he could cite authority to show that a fund for the preservation of graves and monuments in churchyards was good, and that, he submitted, was nothing more than a visit by a Chinaman to his ancestral tombs.

His Lordship: Don't the Chinese bow?

Sir Henry: But who, on going through a churchyard, and standing before a monument over a grave where their ancestors are buried, would not bow? They would do it simply out of respect, and the Worship by a Chinaman is out of respect and reverence to his ancestors. It is no more than the Roman, who had his ashes on the urn.

Dealing with the bequest of the share for the relief of the poor, Sir Henry said there were quite a number of authorities to show that a bequest to the poor is good.

After this Sir Henry continued with the question of bequest to the ancestral fund, and the Chief Justice remarked that before they decided the question they would like to have expert evidence on the matter.

Sir Henry: I would submit that your lordships should direct an inquiry as to what are the practices, what are the rites and what are the ceremony so that you may decide by analogy with ancient rites and ceremonies of a superstitious character whether these can be held to come within that category.

His Lordship remarked that he would ask Dr. Ho Kni to consult with them on the question.

In answer to the Chief Justice, Sir Henry said the pure personality of the deceased's estate was stated to be \$157,000.

Mr. Potter intervened by stating that the personality included shares in a number of local companies and firms, and many of these had depreciated by 75 per cent. The pure personality worked out at something like \$120,000, and against that there were debts amounting to over \$180,000. The leasehold property of the estate was put down at \$500,000.

The case was proceeding when we went to press.

Mr. E. F. Crowe, the Commercial Attaché to the British Embassy at Tokyo, (who got the O.M.G. decoration at the Coronation) visited Manchester on the 25th ult., and discussed trade matters with merchants and manufacturers.

THE RUBBER INDUSTRY.

Better Tone on London Share Market.

Company Reports.

From the "London and China Express" of May 26, we take the following news relating to the rubber industry:—

The market for Para has been quiet, and after firming somewhat, closes easier again. Hard Fine on the spot is 4s. 1-2d. value, May-June delivery sold at 4s. 5d. to 4s. 1-2d., now 4s. 5d. value, June-July at 4s. 1-2d. to 4s. 5d. and value, July-August at 4s. 6d. to 4s. 5-1, closing 4s. 6d. value, and August-September at 4s. 6-1-2d. to 4s. 6d., now 4s. 6-1-2d. value. Soft Fine May-June and June-July 4s. 5-1-2d. value. Plantation easier. Contract qualities May-June delivery quoted at 4s. 11d. value, July-Sept. sold at 4s. 8-1-2d. to 4s. 6-1-2d., now 4s. 7-1-2d. value, and Oct.-Dec. at 4s. 6-1-2d. to 4s. 5d., now 4s. 5-1-2d. value. The receipts at Para this month are 2,169 tons, against 1,420 tons last year. The receipts at Para to date are 1,840 tons against 1,200 tons last year. For the whole month of May last year the quantity was 2,150 tons, and 2,340 tons in 1909. The following are the crop figures:—Receipts at Para July 1, 1910, to May 18, 1911, 31,689 tons; receipts at Para July 1, 1909, to end May, 1910, 37,930 tons.

The Share Market.

A feeling of lassitude has pervaded the market, which has been in a morose less neglected condition, though, he said, with a more settled and improving tendency. The erstwhile timid holders are less nervous, and bargain-hunters have occasionally been on the prowl. A factor which has contributed a good deal to a better tone in the market has been the Linggi report. As soon as details were forthcoming, it was seen that while the rate of dividend was a disappointment in some quarters, the already strong position of the company all round has been so fortified by further additions to reserve, etc., that investors may well be pleased with Linggi as a holding which need cause them no qualms. The position now seems to be that if any public demand should arise the market is in a state to quickly respond with an advance all along the line.

Reports and Notices.

Sungai Kinn.—Proposed capital increased to £100,000 by creation 25,000 new cumulative participating preference shares of £1 each, to be offered at 25s. per share.

Cheviot.—It is proposed the 40,000 shares of £1 each, 7s. 6d. paid be divided into 400,000 shares of 2s. each with 9d. paid, and the 300 shares of £1 fully paid be divided into 3,000 shares of 2s. each. It is also proposed to divide the 40,700 unissued shares of £1 into shares of 2s. each. It is anticipated 25,010 trees will be tappable in 1911, and estimated output is 15,000 lbs.

Labu (F.M.S.).—The report states a further 135 acres will be cultivated this year, making the total planted area 2,000 acres. The balance at the credit of profit and loss account, after readjustment of accounts in connection with the sale of the Cheviot Company, amounts to £54,288. The directors recommend final dividend 20 per cent., making 50 per cent. for year, leaving £5,788 carried forward.

Linggi.—The report to December 31 states the rubber harvested was 878,754 lbs., as against 545,219 lbs. in 1909. This was obtained from 285,000 trees, giving an average yield per tree of 3.08 lbs., as against 3.59 lbs. in the previous year. The decrease is due to the very large number of trees tapped for the first time. Tapping was carried out over 2,030 acres out of a planted area of 4,753 acres. The average net price realised was 5s. 9.42d. per pound, as against 5s. 1.8d. for 1909. The cost of production, f.o.b. was 1s. 3.25d. per pound, against 11.34d. per pound for 1909. The chief

reasons for the increased costs are: (1) The large number of trees tapped for the first time. (2) The increased cost of labour. (3) The increased duty owing to the high level of price. The sum of £111,853 being part of the proceeds of the Kamuning shares sold, has been invested in first-class securities. The balance of profit amounts to £284,705. After deducting the interim dividends there remains a balance of £149,005, and the directors recommend final dividend of 87 1-2 per cent., transfer to reserve £10,000; forward, £10,255.

Kampung Kuantan.—The second annual report of the Kampung Kuantan Rubber Co., Limited, states that the growth of the rubber has been uniformly good. The estimate presented for the year 1910 with the last annual report was 2,500 lbs., and for the current year 24,150 lbs. During the last few months of the year 1910 the production was 6,893 lbs., and the manager increased his estimates for the current year to 102,000 lbs. Owing to the extreme drought which has been experienced during the last few months it is not expected that this large estimate will be realised, but the production will probably not fall below 70,000 lbs., or three times the estimate of last year. A factory is now being constructed of a capacity sufficient to deal with the rubber which it is estimated will be produced from the entire estate, including machinery of the latest type. The cost of this factory and the further development on the estate involves an expenditure of about £6,000 over and above the amount provided by the recent debenture issue. In addition to this, the company will require a further sum of about £3,000 as current working capital. The sum, of course, could be provided by borrowing, to be repaid out of the first revenue received. The directors, however, believe that the position should be adjusted by a small issue of shares in view of the extremely small expansion of the issued capital involved. They have, therefore, decided to issue a further 19,950 shares at 7s. per share premium, thereby increasing the issued capital from £28,005 to £30,000, which will be offered to the shareholders pro rata to their holdings in the proportion of one new share to each fourteen shares held, omitting fractions. This will provide a sum of £8,997.

Klabang.—The second annual report of the Klabang Rubber Company, Limited, states that in October last the estate was visited by the chairman, and on his instructions a new survey was made by a duly qualified European surveyor. The results of the survey are as follows:—Fields 1 to 6 taken over by the company 361 acres (of this some nine acres is swampy land unsuitable for rubber growing), acreage of rubber planted by the company 190 acres, area felled for planting 80 acres, area demarcated into blocks for extensions 372 acres, balance of land 470 acres, total area of estate, 1,476 acres. From the above figures it will be seen that according to the new survey, the planted area taken over by the company shows a shortage as compared with that originally reported by Mr. Maurice Maude and confirmed by Mr. Henly from an inaccurate survey. The directors regret that owing to difficulties in increasing the supply of labour, due to the opening of a large number of new estates, it has not been possible to carry out the new extensions so rapidly as had been anticipated. They were of opinion, however, that the first essential was to clean up and to keep clean the already planted area, and they are glad to be able to report that latterly the supply of labour has been considerably improved. The directors have pleasure in reporting that it was found possible to start tapping in January, 1911, which is nearly six months earlier than was anticipated in the prospectus, and the manager estimates the production for the current year at 10,000 lbs.

King's Park. Commanding Officers are requested to issue orders to troops using the King's Park Range not to damage the trees and shrubs in the Park. The Botanical and Forestry Department is endeavouring to promote the growth of every useful tree and shrub in King's Park, and any damage to them must be prevented.

SIR HORMUSJEE MODY DECEASED.

We are authorised by the Solicitors for the Executors to state that, as it will not be possible for some time to ascertain the full extent of the estate of the late Sir Hormusjee Mody, it has been temporarily sworn at the purely nominal sum of \$25,000, it being necessary for administration purposes that prompt representation should be obtained. Application has accordingly been made for a grant of Letters of Administration to Mr. Herbert William Looker as Attorney for Sir Catchick Paul Chatter, Kt., O.M.C., one of the Executors.

In due course when the extent of the estate has been ascertained, the necessary corrective Affidavit will be filed.

We are further authorised to state that, subject to certain specific bequests and provisions, the residue of the deceased's estate was bequeathed to the Executors, Sir Thomas Jackson, Bart., the above named Sir C. P. Chatter, and Messrs. Hormusjee Cooverjee Setna and Dinshaw Nowrojee, who are also appointed Trustees, in trust as to one-fifth for Lady Mody and as to the remaining four-fifths for his four sons, Merwanjee Mody, Nowrojee Mody, Jehangirjee Mody and Dinshawjee Mody, in equal shares. Owing to the Testator's son, Merwanjee Mody, having predeceased him without issue his one-fifth share becomes divisible between the widow and the other three sons. By a Codicil to his will the Testator provided for the fulfilment by his Executors of his obligations in respect of the University.

FREE FIGHT IN A WORK-HOUSE.

Police and Soldiers Summoned

(THE "TELEGRAPH" CORRESPONDENT)

Canton, June 26.

On the 24th inst., three prisoners escaped from the Nam Hoi and Pun U work-house but they were re-arrested. The following day the prisoners in the work-house quarrelled and a free fight ensued. The keepers, thinking they were trying to escape again, raised an alarm. Soldiers and police quickly arrived on the scene and strongly guarded the building.

Hearing the news, Admiral I. Chun at once despatched 100 body guards to the place to maintain order. Magistrate Ngan then went to the work-house to give instructions that 17 of the prisoners who were responsible for the disturbance be taken to his yamen to be there dealt with.

When the disturbance was at its height the people were very much alarmed, thinking that another outbreak had taken place in Canton.

A "DARING DEATH" SOCIETY.

Planning Assassinations.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, June 26.

The Taoist at Lung-chow has reported to the Canton Vicar that, according to a report received from a deputy in Haiphong, many Chinese residents in Annam have been influenced by anarchists and some of them have become members of a "Daring Death" Society. Some of the anarchists are manufacturing dynamite and other explosives and are secretly making their way into the interior for the purpose of assassinating Chinese officials there.

During the 24 hours ended at noon to-day, three cases of plague, all fatal, were recorded.

Eighty thousand troops will assemble at the Delhi Coronation Durbar. This is the largest army ever collected within the limits of the British Empire.

DON'T FORGET.

Tuesday, 27th June.
Victoria Cinematograph, 9.15 p.m.

Tuesday, 4th July.
American Independence Day.
Saturday, 8th July.
Gymkhana Meeting.

YOU

CAN ALWAYS GET THE BEST QUALITY

LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS, HARES

FROM

THE DAIRY FARM CO., LIMITED,

BUTCHER'S DEPARTMENT.

PRICE LIST ON APPLICATION.

To-day's Advertisements

NOTICE.

WE have this day established ourselves at Hongkong and Canton as General Import and Export Agents.

CARL BODIKER & CO.,
Kommanditgesellschaft auf Aktien.
Hamburg.

Hongkong, 1st May, 1911. [1234]

THE CORONATION SOUVENIR to be published by J. Norrish, 25 Commercial Road will be ready on SATURDAY, 1st July. The best Souvenir of the Celebrations in the Colony to send to Home friends. 26 beautiful illustrations. Price 50 cents. [1234]

FROM EUROPE.

HE H.A.L. Steamship

"SPEZIA"

Captain Funn, having arrived, consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bill-of-Lading countersigned by the Under-

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 3rd prox., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:
Ex s.s. "Gothor", from Goteborg.

Ex s.s. "Suzanne at Major" from London.

Ex s.s. "Britnia" from Skien.

HAMBURG-AMERIKA LINE.
Hongkong Office.

Hongkong, 27th June, 1911. [1056]

E.C. WILKS, M.I.Mech.E., A.M.N.A.

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDINGS, 2ND FLOOR.
Hongkong, 1st May, 1911. [1100]

WING KEE & CO.

47-49, Connaught Rd.

SHIPOHANDLERS,
PROVISION & COAL

MERCHANTS.
Hongkong 22nd Mar., 1911. [990]

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st May, 1911. [1099]

H. PRICE & CO. LTD.

12, Queen's Road Central,
HONGKONG.

Contractors to the Naval, Military and Civil Hospitals.
Hongkong, 26th June, 1911.

P. PUAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.
Hongkong, 7th April, 1911. [84]

GRANITE & MARBLE

Monuments & Repairs

C. E. WARREN & CO.

UNDER TAKEN.
WREATHS.

[874]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER
(Qualified).

No. 1, Queen's Road East,
HONGKONG.

29th April, 1911. [1095]

QUEEN ANNE

was reigning over England 200 years ago when Martell's

Brandy was first put on the Market.

Martell's Brandy is the most popular Brandy on the Market now, and is used by Hospitals and Clubs in preference to other Brands.

SOLE AGENTS—

H. PRICE & CO. LTD.

12, Queen's Road Central,
HONGKONG.

Contractors to the Naval, Military and Civil Hospitals.
Hongkong, 26th June, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 6 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, etc. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"MONTAGUE".....Wed., June 28.	"EMPEROR OF IRELAND".....Fri., July 28.
"EMPEROR OF INDIA".....Sat., July 1.	"ALLAN LINE".....Fri., Aug. 18.
"EMPEROR OF JAPAN".....Sat., July 22.	"EMPEROR OF BRITAIN".....Fri., Sept. 8.
"EMPEROR OF CHINA".....Sat., Aug. 12.	"ALLAN LINE".....Fri., Sept. 29.
"EMPEROR OF INDIA".....Sat., Sept. 2.	"ALLAN LINE".....Fri., Sept. 29.
"MONTAGUE".....Thurs., Sept. 12.	

"Emperor" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Commercial Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed ship over privileges at the various points of interest on route. R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI.....	CHOYSANG	Thursday, 29th June, 4 p.m.
TIENSIN.....	CHONGSHING	Friday, 30th June, 4 p.m.
MANILA.....	LOONGSANG	Saturday, 1st July, 2 p.m.
SINGAPORE, PENANG, & CALCUTTA.....	LAISANG	Saturday, 1st July, Noon.
MANILA.....	YUENSANG	Saturday, 8th July, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days). The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuantai, Lahad Datu, Simporna, Tawau, Uman, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATTHEWSON & CO., LD. Telephone No. 215. General Managers.

Hongkong, 27th June, 1911. [8]

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"LUCERIO".....	6,400	J. Mathie.....	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780; Hongkong, 20th May, 1911. [805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap.....	JAVA.....	1st half July.....	SHANGHAI.....	1st half July.....
Tjibodas.....	JAVA.....	1st half July.....	JAVA.....	1st half July.....
Tjitaroom.....	JAPAN.....	2nd half July.....	SHANGHAI.....	2nd half July.....
Tjiluwong.....	JAVA.....	2nd half July.....	JAVA.....	2nd half July.....
Tjimahi.....	JAVA.....	2nd half July.....	JAVA.....	2nd half July.....
Tjipanas.....	JAPAN.....	2nd half July.....	JAVA.....	2nd half July.....
Tjikini.....	JAPAN.....	1st half Aug.....	SHANGHAI.....	1st half Aug.....

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo on all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375 York Buildings. [974]

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	YITACHI MARU, Capt. T. Yamawaki, Tons 7,000 MIYASAKI MARU, Capt. T. Mami, T. 2,000	SUNDAY, 9th July, at Daylight. WEDNESDAY, 19th July, at Daylight.

VICTORIA, B.C., & SEATTLE.....	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 15th July, from KOBE
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VICTORIA, B.C., & SEATTLE via KUNING, SHANGHAI, MOJI, KOBÉ, YOKAICHI, SHIMIZU & YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. K. Izawa, Tons 7,000	TUESDAY, 18th July, at 4 p.m. TUESDAY, 15th Aug., at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winkler, Tons 7,000	FRIDAY, 7th July, at Noon. FRIDAY, 4th Aug., at Noon.
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KOBÉ and YOKOHAMA.....	IYO MARU, Capt. R. Takaki, T. 7,000	THURSDAY, 6th July, a.m.
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KOBÉ and YOKOHAMA.....	KUMANO MARU, Capt. M. Winkler, Tons 6,000	TUESDAY, 4th July, at Noon.
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SHANGHAI & KOBE.....	COLOMBO MARU, Capt. S. Ito, Tons 5,000	WEDNESDAY, 5th August.
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† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries dock passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBÉ	MOJI	NAOYAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd	\$ 80	\$ 70	\$ 60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 6 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

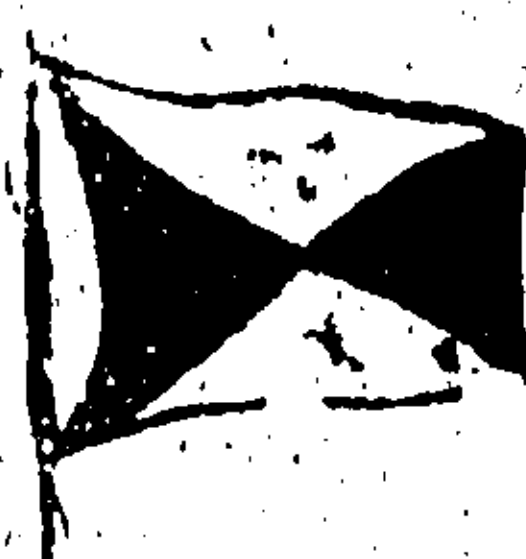
OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre & Hamburg:
S.S. Spezia.....1st July	"Savonia".....8th July
"Silesia".....12th July	For Rotterdam & Hamburg:
"Ambrosia".....28th July	S.S. "Brasilia".....9th July
"Alo-in".....9th Aug.	For Havre & Hamburg:
"Seuegambia".....25th Aug.	S.S. "Spezia".....6th Aug.
"Suevia".....6th Sept.	For Rotterdam & Hamburg:
	S.S. "Brigavia".....7th Aug.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 24th June, 1911.

[956]

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. O. Smith.	MANILA, CEBU & ILOILO	FRIDAY, 30th June, 4 p.m.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 10th July, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st June, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY, 24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

[967]



TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Chiyō Maru.....	21,000	W. W. Greene.	Friday, June 30, Noon.
America Maru.....	11,000	A. G. Stevens.	Friday, July 21, Noon.
Tenyo Maru.....	21,000	E. Bent	Friday, July 28, Noon.
Nippon Maru.....	11,000	U. S. Smith	Friday, Aug. 18, Noon.

† Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELING, SHANGHAI, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA and HONOLULU on FRIDAY, the 30th June, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANAGUA.) Only Regular Direct Service to Mexican, Peruvian and Chilean Ports. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Kiyo Maru.....	17,200	H. Nishi	Tuesday, Aug. 15, Noon.
Buyo Maru.....	10,500	K. Hashimoto	Saturday, Oct. 1, Noon.

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier) [988]

COMMERCIAL.

The Home Market

China tea at auction has been in slow demand, but prices are firm, says the "L. & C. Express." Coffee has met with good competition at firm rates. Sugar has fluctuated, and after fair sales closes at a decline. Both Singapore Pepper and White Pepper are quiet, but firm. Business in the rice market is still checked by the continued firmness of holders. In Manila-Hemp-a good business has transpired at a decline in rates. Indiarubber has been quiet, and after being rather firmer, closes easier. Quotations are:—Fine Hard Para, 4s. 4 1/2d. per lb. Plantation about 4s. 0d. per lb. for good average sheet. Straits Tin is £203 to £204 for cash, and £188 10s. to £180 for three months.

PENANG.

Tin and Rice Quotations. The following business in tin has been done to-day, June 17:—

Penang:—

Penang Tin Exchange, buyers, no sellers \$93.55

Straits Trading Co., 75 tons at \$94.40.

Singapore:—

Straits Trading Co., 125 tons at \$94.50. Total 200 tons.

Tin is quoted in London to-day at £188 cash and £188 three months sight.

Rangoon rice is quoted here to-day at \$156 per cayan.

Our Markets.

There was a fall in the market receipts in 1910 but to a much smaller extent than in 1909. The decrease was \$3,453, as compared with \$11,812 in 1909. During the first three months of the year certain newly introduced regulations regarding small fish adversely affected the fish trade. The regulations were subsequently withdrawn but the market revenues had in the meantime suffered considerably.

Rubber Report.

May 25th, 1911.

Messrs. Lewis and Peat in their rubber report dated London, May 25, state:—

Since our last report, we have had an irregular and daily fluctuating market. Up to 4.8 has been paid for July to August Hard, but we close easier, with Sellers at 4.61-2. A large business done for Spot and Near, between 4.6 and 4.5 per lb. closing 4.5 value.

Soft Fine done up to 4.61-2 for May to June and we close with Buyers at 4.6.

Ball has kept very steady and business has been done up to 4.8 for July to August. We close with Sellers at 4.71-2.

Muchnessar. 20 Pkgs offered and 6 sold. Pinky and back coated Lump 3.11-2. Pressed, dark pinky twists 3.31-2.

Mozambique. 103 Pkgs offered and 54 sold. Good clean Reddish Ball 4.11-2 4.3 ditto. Barky and slightly heated 3.9 Fair Mombassa Biscuit 4.43-4.

Manihot. 86 Pkgs offered and 56 sold. Fair clean strong whitish pressed-crop 3.9 clean brown and dark scrap 3.23-4 to 3.43-4.

Assam. 107 Pkgs offered and 21 sold. Good clean Plantation Assam 4.1 to 4.11-4. Dark and whitish part heated 2.8 to 3.

Malaysian. 151 Pkgs offered and 17 sold. Black Crop part not properly cured 3.01-2 to 3.1.

Para and Peruvian 86 Bolivian 128. Matogrosso and Mangabeira 31. Benguela 90. Central American 80. Rangoon 37. Jequi 15. Abyssinian 155 pkgs.

Plantation Crown Para, 5,555 pkgs offered, comprising 250 tons Malay 20 tons Ceylon and 7 tons Java, were offered at the Public Auction and practically everything sold with fair competition. The prices opened a little under the closing rates of last Auction, but hardened 1d. during the Sale. At the close this was not maintained, and we finished slightly under.

Cropo. Thick Blanket 4.101-4 to 5.21-4. "Warriapolla" one lot 5.63-4, pale 5.01-4 to 5.23-4, palish 5.01-2 to 5.21-2 light 4.111-4 to 5, fair mottled 4.71-4 to 4.9, light brown 4.71-2 to 4.9, brown 4.53-4 to 4.8, dark brown 4.4 to 4.51-4, dark 4.23-4 to 4.31-4, black 4 to 4.01-4, barky 2.6 to 4.31-2, smoked 4.7 to 4.113-4.

Biscuits and Sheets. Fair average 4.11 to 5.12, smoked 4.11 to 5.21-4.

Sorap. Fair brown 3.01-2 to 4 per lb.

Next Auction 30th May.

LOG BOOK.

Kushiro-ko Wreck-Buoy.
Moored

A wreck-buoy has been moored as follows, to mark the position of the wrecked ship N.W. ward of Shiroto-ko, Kushiro Anchorage, Kushiro Province, Hokkaido. Description.—Iron frustum of cone, painted green. Height above the water.—4.2 ft. Depth of water.—About 7 fathoms at L.W.S.T. Magnetic bearings taken from the buoy:—Kushiro-zaki Lighthouse, S. 55 deg. 5 E. N.W. end of the school N.W. ward of the railway station, N. 52 deg. 25 E. Observation spot, S. 76 deg. 50 E.

A submarine cable has been laid between Tanokubi at Hiko-shima and Shin-machi in Buzen Province, O-soto in Shimonoseki Strait in connection with the warning and the tide signals.

Shipping Rates.

The Chairman of the Straits Homeward Conference notifies shippers that on account of the exceptional manner in which the expenses in connection with the discharge and delivery of cargo are mounting up at Genoa, the rates of freight on all cargo for that port will be increased 2s. 6d. per ton scale from August 1st next. The above rates will be operative in respect of all shipments made after July 31.

Shipping.

A telegram from Panama reported that the National Steamship Company's steamer Taboga has been wrecked off Punta Mala, and that of 100 passengers only 40 are known to have been saved.

New P. and O. Liners.

The new steamers of the "N" class now building at Greenock for the P. and O. Company are to be named Nantley and Nankin. These vessels are intended for the company's intermediate passenger services to Calcutta and to China and Japan.

Cargo for Japan.

In view of the coming into operation of the new Japanese tariff in July, a large amount of business is being done at Lloyd's to cover the risks of cargo now on passage. Much depends upon the arrival of the different vessels before July 17, and the insurances are effected against the extra duty. Some days ago the rate quoted was five guineas per cent., but it has now been advanced to 15 guineas.

River Boat for Yangtze.

The China Merchants' Steam Navigation Company have decided on the building of a new river boat of magnificent proportions for service on the Yangtze. It has not yet been decided whether the order for the new ship, which will be one of the finest on the river, will be given to a far Eastern firm or be built at home.

Theft on P. & O. Boat.

Port Said, May 24th.—Yesterday, when the P. and O. "Caledonia," outward bound, arrived at Port Said, to the surprise of everyone on board, police mounted the gangway and the passengers were told not to leave the ship. It appears that a lady passenger, travelling to Bombay, had lost her dressing case with all her jewels, said to be worth several hundreds of pounds. The dressing case was missed on the voyage between Marseilles and Port Said. The report was not spread on board, but as soon as the boat was in touch with the Port Said Wireless Station, a series of messages were exchanged, so on arrival at Port Said, passengers and crew were entirely unprepared for the thorough search made by the police. The search ended in no trace of the missing jewels being found.

At the steamer Luvio was coming up river a few days ago, one of the crew working on the outside of the boat, lost his hold and fell into the river. The steamer was immediately stopped, but no traces were found of the man for half an hour, and then, despite the fact that Dr. Patrick, who happened to be at hand, worked hard to resuscitate him, the attempt proved unavailing.

Intimations

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR"
COLLAR

\$5.00.....per doz.

In all depths from 1 1/2 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL,
LIMITED,

28, Queen's Road.

Hongkong, 16th June, 1911. [1013]

PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

Week Days.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 min.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Building, Des Voeux Road.

JOHN D. HUMPHREYS & SON
General Managers,
Hongkong, 16th June 1911.DRAGON CYCLE
DEPOT,
ELECTRICIANS.Steam, Oil, Gas and Motor
Engineers
and
Rickshaw Builders.Repairs to
Typewriters, Bicycles, Phonographs, and all kinds of
Electric Goods and Machinery

'PHONE 482.

No. 63, Des Voeux Road Central
Managing Proprietor:
[11] C. LAURITSEN.

HONGKONG, 16th May, 1911.

[1102]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.GRAVING DOCK
787 ft. by 88 ft. by 8 ft. 6 in.
Pumps empty Dock in
2 3/4 hours.THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
displacement, providing condition for
painting ships with most efficient result100-Ton ELECTRIC CRANE or QUAT—
ELECTRIC OVERHEAD CRANES THROUGHOUT
the Shops Raising up to 100 Tons.Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN.

HONGKONG, 17th June, 1911. [1230]

[1230]

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Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR LONDON & ANTWERP

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Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP. CAPTAIN. LEAVING.

Halting... Capt. W. C. Passmore. FRIDAY, 30th June, at 11 A.M.

Haimun... Capt. J. W. Evans. SUNDAY, 2nd July, at 10 A.M.

During the months of JULY and AUGUST, RETURN TICKETS

available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

[557]

Consignees

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SIKH."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns of

the Holt's Wharf, at Kowloon, whence

and/or from the wharves delivery may

be obtained.

No claims will be admitted after the

Goods have left the Godowns, and all

goods remaining undelivered after the

28th inst., will be subject to rent.

All claims against the steamer must

be presented to the Underwriter on or

before the 21st prox. or they will not

be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

28th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-

signed by

DODWELL & CO., LTD.,

Agents.

Hongkong, 21st June, 1911. [1222]

"3EN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARI,"

FROM ANTWERP, LEITH,

LONDON & STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns

and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and

Godown Co., Ltd., whence and/or

from the wharves delivery may be

obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

27th inst., will be subject to rent.

All broken, chafed, and damaged

goods must be left in the Godowns,

where they will be examined on the

26th inst., at 9.30 a.m.

No Fire Insurance will be effected by

us in any case whatever.

This steamer brings on cargo:—

Ex s.s. "Nicomedia" from Havre.

"Sines" from Oporto.

"Sialkot" from Sialkot.

"Helsingborg" from Lissabon.

"Elton" from Christiania.

"Paul" from Sialkot.

"Hamburg" from Goteborg.

HAMBURG-AMERICA LINE.

HONGKONG OFFICE.

Hongkong, 22nd June, 1911. [1225]

To Sail

Regular Steamship Service

to New York,

via PORTS and SUEZ CANAL

(With Liberty to Call at Malabar Coast).

NOTICE TO CONSIGNEES.

FROM NEW YORK via SUEZ CANAL.

THE Steamship

"INDRADEO"

having arrived from the above ports,

Consignees of cargo by her are hereby

informed that all goods are being landed

at their risk into the Godowns and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf and

Godown Company, Limited, whence

and/or from the wharves, delivery may

be obtained.

Goods not cleared by the 2nd prox.

at 6 p.m., will be subject to rent.

All broken, chafed, and damaged

packages are to be left in the Godowns

where they will be examined on

SATURDAY, 1st prox., at 10.30

a.m. Claims against the steamer must

be presented within 10 days of arrival

otherwise they will not be recognized.

No Fire Insurance will be effected

by us in any case whatever.

Bills of Lading will be countersigned

by

JARDINE, MATHESON &

